

# Hongkong Daily Press.

ESTABLISHED 1857.

-1    Proprietor.



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## A. S. WATSON & CO. LIMITED.

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ESTABLISHED A.D. 1841.

### DEATH.

On the 17th February, at his residence, No. 48, Elgin Street, JOSE GABRIEL DA ROCHA, late accountant of the General Post Office, Hongkong. Deeply regretted.

### NOTICE TO CORRESPONDENTS

On communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

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## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CH. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 19th FEBRUARY, 1904

EVIDENCE of the curious, though very natural, effect of personal sympathy on the appreciation of facts may be now seen in the form in which the recent events up North have been related to the outside world. Even if we take so narrow a field in which to look for examples as the European Press of the Far East alone, we shall find plenty. In Hongkong we have heard a good deal about the Port Arthur bombardments, and every account practically has tallied in representing the Russian losses as serious and the Japanese as inconsiderable. Turning to the Shanghai papers, we find those published in the English language supplying similar news to our own. But if we look at the French journal *L'Echo de Chine* we find a very different tale. In its issue of the 12th inst. is published a despatch ascribed to a special correspondent in Port Arthur telegraphing two days previously, announcing an unsuccessful attack by the Japanese fleet, which had to retire with heavy loss (*après avoir subi de grosses pertes*). "No loss on the Russian side," concludes this message. Now it might be thought that this story had an equal chance of being true with any other which could not be verified at once. But it is of course contradicted by Admiral Alexieff's admissions. However, *L'Echo de Chine* publishes just underneath its "Port Arthur" despatch an undated Paris telegram reporting injuries to the *Tsarevitch* and *Pallada* and damage to the pumping-apparatus of the *Retvian* in the night attack, and next day slight injuries

below the water-line to the *Pallada*, *Diana*, *Askold*, and *Novik*, with a loss of nine men killed. Below this telegram, again, is the following "official news" from St. Petersburg:—"The cowardly and treacherous attack of the Japanese before the declaration of war has not had the success announced by the Japanese. All the vessels indicated are afloat with their engines and armament intact, of which the Japanese might have persuaded themselves by the effect of the shells from these vessels." Further *L'Echo* learns that three Japanese warships were very seriously damaged during the second attack on Port Arthur, the *Yashima*, *Asama*, and *Nanika*. The general trend of these contradictory reports is to make out that the Japanese, to use a popular expression, took little change out of Port Arthur. If this were really so, it would indeed be surprising that the Russian fleet seems to have been helplessly prisoner in Port Arthur harbour since the night of the 8th instant. We do not claim that all the news which we have received from the North is to be accepted as the plain statement of the facts of the war so far, though it agrees fairly with the general account of things in the Shanghai papers. We must admit that we have the Japanese and pro-Japanese version; while *L'Echo de Chine* has the pro-Russian account. And this brings us back to our original point, that telegrams tend to be curiously, though naturally, biased by the sympathies of the senders. No correspondent, or no reputable correspondent at least, sets out deliberately to misrepresent the facts; but he cannot help being influenced by his sympathies to such an extent as to make him not quite the equivalent of the truthful witness on oath. Further proof of this we will not doubt be forthcoming when we get the written accounts of the actual spectators of the Port Arthur engagements. Those correspondents who were fortunate enough to have been in Port Arthur on the 8th instant and subsequent days will have a lot to say about the attacks on the Russian fleet, and most interesting reading-matter should be forthcoming. But we cannot expect that there will not be considerable divergences, as in the brief telegraphic accounts which we have already received. Such effects of sympathy with one or other of the combatants are impossible to avoid. In official despatches facts may be purposely suppressed or exaggerated. A veracious writer may produce the same result by mere human error. Impartiality is very difficult of attainment.

The English Mail of the 10th January was delivered in London on the 13th inst.

H.M. first-class cruiser *Terrile*, after a complete overhaul, left the yard of Messrs. John Brown and Co. of Clydebank, on the 18th ult. to undergo her trials.

It was rumoured at Esquimaux early last month that the flagship *Grafton*, a second class cruiser, had been ordered to proceed to the China Station, to join the squadron in these waters.

A correspondent signing himself "An Indignant R.C." writes to us complaining that a race sweepstakes took place at a certain club in the Colony on the 17th inst. Ash Wednesday, on which day moreover one of the founders of the club had just died. He contrasts the attitude of the A.D.C. in abandoning its performance fixed for Wednesday.

This year (writes a Bombay paper) Dr. Eduljee has tried the experiment of using hydro-carbon as a disinfectant. This latter is a waste-product of the gas factory, where the gas is manufactured for use on the line. He has now tried this heating process in this and several other places, and up to the present not a single case of plague has recurred in any of the places disinfected by the hydro-carbon. The Hongkong Gas Company might make a note of this.

In reference to certain rumours as to the action of Belgian shareholders in the Hankow-Canton Railway, writes the *Times* correspondent at Brussels, I am asked to forward the following official contradiction:—"The Belgian shareholders in the American China Development Company, which is constructing the railway from Hankow to Canton, have protested against the slowness with which the work progresses, and have demanded that this state of things should be remedied by those responsible. But it is absolutely false, as alleged by certain correspondents at Shanghai, that Belgian shareholders have insisted upon a separation of their interests, with a view of obtaining exclusive control for Belgium of the northern section of the line. What is true is that the Belgian shareholders have strongly opposed, and will continue to oppose, any policy which tends to prejudice the unity of the American China Development Company, and that they will continue to use every effort in their power to bring about the prompt and complete success of the enterprise, and the due execution of the engagements which the company has undertaken.

The A.D.C.'s second performance of *His Excellency* came off duly last night at the Theatre.

Mr. Jack London's adventure at Shimonsaki has ended happily. The war correspondent repurchased for 10 yen the camera which got him into trouble with the authorities, and sailed for Corea on Saturday.

The great majority of the German newspapers, according to a Berlin telegram, are observing strict neutrality in regard to the Russo-Japanese war. The *Kölnische Volkszeitung*, uses the strongest terms against Russia. Other papers express great admiration for the smartness with which Japan has made her first attack.

The writer of "Topics for the Times" in the *Mercury* expresses his gratitude to the *Echo de Chine* for its attempts to enliven the sombre surroundings by an effort at comedy. "It was a stroke of genius to get a telegram dated from Port Arthur at 9 p.m. on the night of the Japanese attack—which took place some two or three hours later. It was delightfully reassuring to all the well-wishers of Russia to be told that at that time all the *Tsars*' battleships were still afloat, and that even their pumping gear was in good working order. The comic side of the story would have been entirely lost had the telegram been sent off three hours later. It is much to be hoped that the *Echo* will continue its efforts to dispel the gloom that might gather around us should the Japanese have any further success." *L'Echo de Chine* also publishes the following instructive item:—"News from Tientsin is to the effect that the Japanese attempted to land on Tuesday, but failed. Two of their regiments which did land were annihilated"—by printer's ink, we suppose.

Everyone knows the story of how the life of the present *Tsar*, when as *Tsarvitch* he was in Japan in 1891, was attempted by a Japanese at Otsu, says the *Kobe Chronicle*. When the *Tsarvitch* was wounded, he was taken into a shop kept by a draper named Nagai, where the wound was temporarily dressed. Nagai carefully kept as a relic one of the handkerchiefs with which the blood was staunching, and since then almost every Russian passing through Kobe would visit Otsu, to see the blood-stained handkerchief. (Naturally many of these visitors tried to buy the handkerchief as a souvenir and Nagai, not being loth to make an honest penny, showed himself willing to sell—at a price—and as it would now seem that if all the pieces of the true Cross in existence would, put together, build a large ship, as the handkerchiefs which staunching the flow of blood from the *Tsarvitch*'s wound would, if collected, be sufficient to equip the ship with sails. According to the *Nippon*, the Government has come to the opinion that the sale of these relics does serious harm to the reputation of the country. Some months ago, therefore, the authorities purchased the shop of Nagai, together with the articles used in treating the wounded Prince, which were preserved by the family. The house was at once altered in appearance, and a Kancho official went to live there. On the 31st ult. this official was succeeded by a police inspector, who is now in charge. The sale of bloodstained handkerchiefs has ceased.

The *Directory and Chronicle* for 1904 has been issued, and the bulk of the present edition is no doubt a good excuse for its somewhat tardy appearance. The work not only covers the whole of the Far East, and is constantly including new ports and places, but swells yearly with the growth of the various foreign communities. The task of collecting information and the work of revising these ever-growing lists is one requiring the greatest care, and the attainment of accuracy must necessarily be difficult owing to the changes which take place even whilst the book is in process of publication. The present edition seems to have been compiled with great care, and fully sustains the high reputation achieved by this now veteran volume, now in its forty-second year of publication. As we have hinted, it has gained considerably in bulk, being some three hundred pages larger than last year's edition. The *Directory* alone, not counting the advertisements, fills upwards of 1,160 pages. Amongst the additions to the "Chronicle" may be mentioned the Commercial Treaties made by China with Japan and the United States. The revised Customs Tariff of Japan, which came into force last year, is given in a form which shows the changes made in the former tariff, as well as the conventional or Treaty Tariff rates where these exist. In addition to the usual maps and plans, which have been corrected and brought up to date, a plan and description of the new Russian port of Dalny have been added, and these will prove of exceptional interest at the present moment, when this city and the neighbouring one of Port Arthur are likely to be the scenes of historic and epoch-making events. No effort has been spared to include changes in the *Directory* to the end of 1903, and so far as it is possible the lists are brought up to that date. It may be noted that in the lists of ships and officers of the Russian and Japanese squadrons the most recent additions to these fleets are included, a fact that will assist reference in connection with naval engagements now taking place or impending. Advertisers appear to be every year more largely recognising its value as a medium, and the pictorial pages are growing numerous. From the readers' point of view one could wish that these thick pages could be relegated to the end of the book, but advertisers know their business, and, like the lovers of the play, are evidently alive to the desirability of securing good places.

## TELEGRAMS.

### "DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

## THE WAR.

### ANOTHER JAPANESE TORPEDO ATTACK AT PORT ARTHUR.

Kobe, 17th Feb., 4.00 p.m.

Admiral Toyo, commander-in-chief of the Japanese Fleet, has reported to headquarters that his torpedo fleet on Sunday night, the 14th inst., advanced to make another attack on the Russian ships at Port Arthur. They were fired upon from the forts.

The *Asagiri*, however, discharged a torpedo against a Russian ship, but owing to the darkness the effect was not ascertained.

### JAPANESE WARSHIP TO THE SOUTH.

Singapore, 18th Feb., 1.35 p.m.

The barque *Woosung*, just arrived from Shanghai, reports having seen a large Japanese warship four days' journey from here going in an eastward direction.

### VIOLENCE TO BRITISH AND GERMANS.

Shanghai, 18th February, 10.28 p.m.

The Russians at Port Arthur have fired on the British steamers *Haiping* and *Ching-ping* and have seriously damaged the German *Pronto*. They afterwards detained the *Haiping* at Dalny for 4 days, not needing the captain's repeated protests.

### ILLEGAL RUSSIAN ACTION AT NEUCHWANG.

London, 18th February, 11.45 a.m.

The Russians are detaining British and American ships at Neuchwang.

### CONVICTS TO FIGHT FOR RUSSIA.

London, 18th February, 11.45 a.m.

230 convicts have been enrolled by the Russians in Sakhalin.

### GENERAL NEWS.

### CHINESE LABOUR QUESTION FOR SOUTH AFRICA.

London, 18th February, 11.45 a.m.

An amendment to the Transvaal Labour Bill has been defeated by 281 to 230.

### REUTER'S SERVICE.

### THE WAR.—CHINA'S NEUTRALITY.

London, 15th February.

France has accepted Mr. Hay's Note regarding the neutrality of China; and Great Britain has agreed in principle. It is expected that Russia will also concur.

An official Japanese Note published in Paris says Japan has advised China to remain neutral with a view to reducing the evils of war to a minimum, although she is well aware of the advantages to be derived from an alliance with China. She now urges China to take effective measures to protect strategic points and to prevent belligerents from violating Chinese neutrality; from making Chinese ports bases of operations; or from their being used as places of refuge.

### ATTEMPTS ON THE MANCHURIAN LINE.

London, 15th February.

Admiral Alexieff admits that attempts have been made to wreck the Manchurian railway and to blow up the bridge at Sungari. He says these attempts were noticed in time, and the line is now closely guarded.

### THE DALLAS COMPANY.

The German mail steamer *Roon* brought with her from Singapore yesterday the members of Mr. Henry Dallas's Musical Comedy Company, who are to open a two weeks' season at the Theatre Royal on Monday next. The first piece presented will be *A Chinese Honey-moon*, which is new to Hongkong. Mr. Dallas himself is not accompanying the tourists on the present occasion, the leading comedian's parts being played by Mr. Percival Knight, who made such a hit when the Company was here last. Mr. Knight is supported by Messrs. Munro and Rutter Riley, both favourably known in Hongkong, as well as by some strong new talent. The ladies are nearly all new to Hongkong.

## THE WAR.

### LOCAL INFORMATION.—SENSATIONAL DETAILS.

The Manager of the Hongkong branch of the Yokohama Specie Bank informed us yesterday morning that he had received a telegram from the Bank's head office at Yokohama, dated 17th February, 2 p.m., to the following effect:—"On the 14th inst., at dawn, our torpedo flotilla badly damaged the Russian fleet in the outer roads of Port Arthur."

Later in the day we received from the Japanese Consul the two following telegrams:—"Tokyo, 17th February, 4.50 p.m.—On the 13th inst., during a heavy gale and driving snow our destroyer flotilla was despatched against Port Arthur. On the 14th at 3 a.m. the destroyer *Asagiri*, notwithstanding a violent fire from the Russian ships, succeeded in approaching one of their men-of-war and torpedoed her. With the aid of her own guns she drove back the Russian torpedo boats sent to attack her and got away in safety. At 5 a.m. on the same day, the destroyer *Hayatori* crept up to the entrance of the port, was met by a violent fire from two Russian vessels, one of which she torpedoed, and after seeing the explosion take place under that ship, she withdrew in safety."

(The *Asagiri* and *Hayatori* mentioned above are both 31-knot boats just turned out by the Japanese themselves at Yokosuka. They have two torpedo-tubes each and carry one 12-pr. and five 6-pr. guns. Their displacement is 320 tons and their i.h.p. 6,000.—Ed. D.P.)

Tokyo, 17th February, 9.25 p.m.—Japanese refugees coming to Chefoo from Port Arthur by the British steamer *Wenchow* give the following information:—"On the night of the 17th inst. the Russian authorities in Port Arthur informed the Japanese residents who were preparing to leave that they would not be allowed to embark on the British steamer *Rasber*, and at midnight they were served with notices forbidding them to leave the port, this by order of Admiral Alexieff. Numerous others who were already on board the s.s. *Wenchow*, ready to leave for Chefoo, were placed under the guard of 8 Russian soldiers. They were not allowed to land, and the steamer was forbidden to leave by the Russian authorities. More than two hundred Japanese had taken refuge on board this boat, and they were practically starving. Application was made, on several occasions, to Admiral Alexieff to allow these unfortunates to procure food. At last, on the night of the 10th inst., 10 bags of rice and half a dozen biscuits (2 each) were allowed to be taken on board. On the 11th, as there was no more drinking water on board, a signal was hoisted asking for some to be sent, but no answer was received to this request. On the 13th, the suffering passengers, having been nearly 48 hours without water, sent an appeal to the authorities, requesting that food and water should at least be sent out for the children and pregnant women who were on board. On the same day 103 Japanese arrived from Harbin, having been robbed of all their money and baggage on their way down. More than 300 refugees were now on board the *Wenchow*, all in the most pitiable condition, starving and without water. On the 14th at 4 p.m. the ship was allowed to proceed, and she arrived in Chefoo on the morning of the 15th. The passengers state that a complete state of confusion and anarchy exists at Port Arthur. The city is overrun by thieves and the Russian soldiers are themselves plundering the houses and shops; their own countrymen being among the victims. The Russian civilians are arming themselves to protect their property against the soldiery."

The Russian cruiser *Mandjour* was still lying under steam at the Chinese Eastern Railway Co.'s Wharf, Shanghai, on the 13th inst. We learn from enquiry on board the *Empress of Japan* that her guns were being landed when the C.P.R. boat left, and that she was rapidly being reduced to the guise of a merchant vessel. There was a Japanese cruiser on the lookout for her, however, not far from Shanghai.

### NEWS FROM THE NORTH.

The following items are from the *Shanghai Mercury*:—"The British steamer *Foston Hall* has been abandoned at Port Arthur. The master and crew are at Chefoo. The fourth engineer was wounded during the bombardment, but is recovering. The C. M. Co.'s str. *Poochi* reported having sighted two Japanese war-vessels about 1 a.m. on the 13th inst. in the vicinity of Kintoon Lightship, about 35 miles from Shanghai. The Japanese Consul-General received the following official telegram:—"Japanese Consul at Seoul reports that on the 12th Feb. Russian Minister and residents together with legation guards left Seoul by special train for Chemulpo. The road to the station was guarded by Japanese police and gendarmes, while the railway station was guarded by our troops. The Minister was also protected by the Japanese gendarmes in the train, General Iijima himself accompanying him."

Particulars of the capture of the Chinese Eastern Railway Co.'s vessels *Mukden* and *Nonni* are published in the *Kobe Chronicle*. According to a letter from the special correspondent at Sasebo of the *Asahi*, the two steamers were conveyed to Sasebo at 11 a.m. on Sunday by four torpedo-boats, and there detained. The O.R.K. steamer *Shinanogawa-maru*, which arrived at Kobe on Monday night, reports that she left Idzuhara, Tsushima, at 4 a.m. on Saturday for Fusan. About 10.30 a.m. on the same day a large steamer was sighted proceeding at full speed from the direction of Genasan. She was firing a Japanese naval flag.

in about half-an-hour she was seen to be followed by a Japanese war-ship, and at the entrance to the port of Fusan two Japanese torpedo-boats came out and intercepted her. The cruiser *Saigen* ordered the steamer to stop, which order was immediately obeyed. The vessel was soon boarded by the officers and men from the *Saigen* and torpedo-boats, when it was found that she had on board a large quantity of arms and about 2,000 Russian officers and men. The vessel proved to be the Chinese Eastern Railway Co.'s steamer *Nonni*, which was en route from Vladivostok to Port Arthur.

The *Mukden* arrived at Fusan on Friday from Vladivostok, and was to leave at 5 p.m. on Saturday for Port Arthur. She was prevented from leaving by the cruiser *Fuso* and the gunboat *Chikushi* and other Japanese warships. The Japanese officers immediately boarded the vessel, and upon a search being made it was found she was fully loaded with munitions of war. She was also captured, and the two steamers left for Sasebo at 7 p.m. under the escort of two Japanese warships and several torpedo-boats. The inhabitants of Fusan, who witnessed from the shore the capture of the Russian steamers, signified their approval by cheering vociferously.

### BARON KOMURA AND BARON ROSEN.

When Baron Komura presented the Note to Baron Rosen at the brief meeting held on the 6th inst., in which the Russian Minister was informed of the decision to break off diplomatic relations with Russia, the Japanese Minister for Foreign Affairs expressed his deep regret that the Government found itself compelled to take this course, and went on to say:—"The proposals, which the Imperial Japanese Government deemed decidedly moderate and impartial, failed to obtain that reply from the Government of your country which the Imperial Japanese Government is properly entitled to receive; and the Japanese Government cannot but regret the double-dealing that has been shown by the Russian Government in this matter. I therefore hereby declare that relations between the two countries are now broken off, and I have issued instructions to Mr. Kurino, our Minister at St. Petersburg, to withdraw. I have the honour to make this statement to your Excellency in order to facilitate your future movements, and I do so with renewed assurances of respect and personal consideration for your Excellency."

The Japanese Government has prohibited the wearing of Russian medals by their subjects.

The total number of transports chartered by the Japanese Government is 110, their aggregate tonnage exceeding 400,000 tons. The transportation of goods is being seriously interfered with.

All the Foreign Ministers in Tokyo, with the exception of the British and American Ministers, called at the Russian Legation on the 8th instant.

The Bank of Japan forwarded two waggon-loads of silver to the Osaka Mint on the 9th instant. The silver is to be struck into silver coins as speedily as possible.

### COUNTERFEITING IN MANILA.

The counterfeiter is again at work on the currency, says the *Manila Bulletin*. This time it is the Conant coins which are being tampered with. The one-cent pieces are being passed for twenty-cent pieces. There is every opportunity for this because of the similarity in size between the two coins. They have the same stamp and inscription on one side, and the coins are so new that the person who remembers whether the woman and Mayon are on the one-cent piece or the man and the anvil on the twenty-cent piece, is rare. The counterfeiter has covered the one-cent piece with some sort of a whitish wash which makes it look at first glance like the twenty-cent coin. An army officer is said to have had several of the bogus coins given to him by a Chinaman at the custom house yesterday. The detectives have the matter in hand and are attempting to run down the counterfeiter. A big discovery has also been made of counterfeit revenue stamps in Manila. The counterfeiter took fright and have disappeared, but an accomplice has been caught, with several hundreds of dollars worth of the counterfeits in his possession.

By kind permission of Major Radcliff and officers, the Band of the 83rd Burma Infantry will play the following programme of music at the King Edward Hotel during dinner to-night (weather permitting):—

March..... "John Bull"..... Ord Hume  
Overture..... *Haydee*..... Anber  
Selection..... *The Dukes of Dantisc*..... Ivan Caryll  
Romance..... *"Ecoulez-Moi"*..... Funke  
Selection..... *Pepit*..... Lecocq  
Waltz..... *"Amour, Amour"*..... Alfano  
Intermezzo..... *"Fondant le Roi"*..... Gillet  
"God Save the King."

MENU.  
Hors D'Œuvres  
Scottish Egg on Toast.  
SOUP.  
Ham and Chicken.  
Fried Fish and Mayonnaise Sauce.

ENTREES.  
Rolled Mutton and Olives  
Roast Partridge and Bread Sauce  
Salmi of Wild Duck.

JOINTS.  
Roast Beef  
Roast Capon  
Cold Ham.  
CURET.  
Minced.  
Potatoes.

VEGETABLES.  
Boiled Potatoes  
Boiled Cabbage.  
Fried Potato Cakes  
Fried Sweet Potatoes.  
SWEETS.  
Currant Pudding  
Almond Tartlet  
Stewed Pears  
Chocolate Jelly.



## POLO.

## H.E. MR. MAY'S CUP.

The final tie for the Polo Cup presented by H.E. Mr. P. H. May was played off at the Polo ground, Causeway Bay, yesterday afternoon. The contest was between a Civilian team, the winners of the previous match, and the Polo Club. Two seven-minute halves, or a fourteen-minute game in all, were played. Included in the spectators were a number of ladies, H. E. General Villiers-Hutton, and a number of other well-known residents. The band of the 114th Mahrattas was in attendance, rendering some excellent music under the direction of a native band-master. The ground, though watered previous to the game, was a bit too powdery, clouds of dust rising about the ponies' feet. H.E. Mr. May, Mr. J. Johnston, Mr. Hastings, and Mr. C. H. Ross comprised the Civilian team, while the Club was represented by Mr. Knox, R.N., Capt. Nugent, Mr. Gedge, and Capt. Light. Capt. Simpson and Major Strickland, I.M.S., acted as umpires. From the throw in Capt. Nugent took the ball along, but when well under way, the head of his mallet came off, necessitating his retirement for another weapon. Mr. Hastings lost no time in getting off with the ball, but Capt. Light prevented his scoring. Mr. Johnston, however, quickly rode up and scored a goal. The Civilian again got away with the ball and H.E. Mr. May scored a goal. Mr. May, it might be remarked, played an excellent game, keeping the Club backs back, and as to the way he was supported is shown by the splendid victory ultimately scored by his side. From the throw in Mr. May drove the ball along some distance, but finally over-rode, and Capt. Nugent got away. Mr. May recovered the ball, and he and Mr. Ross had it between them for some time. Mr. Hastings had a good run, but over-rode and, as no one had followed him up, an adversary sent it in to touch. There was next a good race between Mr. May and Capt. Light, the latter finally securing possession. Mr. Hastings had a shot at goal, hit a pony, followed up and scored a subsidiary. Mr. Ross made a bid for scoring, but Mr. Gedge gained possession and ground likewise. Mr. Hastings again took the ball, but Capt. Light managed to send it into touch. Mr. Ross followed on and, though at first prevented from scoring by Capt. Light, eventually added a goal. Just before half time Mr. Hastings scored another subsidiary, the total then being 3 goals and 2 subs. for the Civilian to nil. After the re-start Mr. Johnston missed and Capt. Nugent secured the ball. Mr. Hastings, however, sent it into touch. Capt. Light, Mr. Gedge and Capt. Nugent took the ball down the field, but Mr. Johnston, riding close up, by a smart back-hander managed to secure a goal lead in the opposite direction, and bring it back. Mr. Hastings scored a goal. Another goal for the Civilian was shortly afterwards scored by Mr. Johnston. The same player next scored a good subsidiary, in spite of Mr. Nugent's and Capt. Light's efforts to save. Another goal was made by Mr. Ross. Mr. Knox drove the ball down the field, finally making a sub, the first scoring for the Club. Mr. Hastings put on another goal for the Civilian, easy winners of H.E. Mr. P. H. May's cup. It was 7 goals, 4 subs. (Civilian) to 1 sub. (Club).

## ADMIRABLE ACT OF HUMANITY.

At about 7 p.m. on Monday, the 15th inst., Keong Leung returned on board his rowing boat, No. 3735, from making some purchases in the market. As he stepped on board on one side he saw his grand-daughter, a little child of 4 years, lying on her back under the water, which was only a couple of feet deep. The man had left the child alone on the boat, and no doubt she had fallen over-board while playing. He got the child on board, and then his wife came, and as it appeared that the child was dead they prepared the funeral obsequies. Dressing the little body in best clothing they laid it on the deck of the boat and surrounded it with lighted candles and joss-sticks, and began to cry and wail for their lost little one. Their cries attracted the attention of Police-Sergeant Kerr, who went on board the boat to enquire into the cause of the trouble. On seeing the child Sergeant Kerr at once was seized with a doubt as to the child's being dead, notwithstanding that she was cold and apparently lifeless, and must have been in the water about 10 minutes. He therefore took the body up to his quarters, laid it before the fire and exercised the first aid principles in the resuscitation of drowned persons, and tried artificial respiration. The sergeant worked for one hour and a half, when at last his efforts were crowned with success, for he found life was returning, and the little body growing warmer. He then wrapped it in blankets, and put a few drops of brandy between its lips, and continued the rubbing. After a little while he gave it a little more brandy, when the child slowly raised an arm and pushed away the glass, and then said a few words in Chinese which the bystanders could not catch. By this time the body was quite recovered, and apparently none the worse for the dip in the muddy waters of the harbour. The sergeant wished them to send the revived child to the hospital in case of complications, but the grand-parents would not hear of parting from their recovered baby. Sergeant Kerr deserves the highest commendation for his patience and humanity in working so hard to restore life in an apparently dead child, who otherwise would undoubtedly have perished in the hands of her ignorant grand-parents.

## MEN OF THE HOUR.

## MARQUIS ITO.

Few more fascinating biographies could be written than those of the statesmen whose names have been most prominently identified with the progress of Japan during the last half century, and surpassing them all in interest would undoubtedly be the life's history of Marquis Ito. His has been the guiding hand in all the long and trying negotiations with Russia, and it was by his advice apparently that those negotiations, having failed in their result to satisfy the requirements of Japan, were ended by a declaration of war. Though Marquis Ito is not a member of the present Government, he is the one statesman to whom all Japan looks for guidance in times of national trouble, and on this occasion, as often before, he has been the trusted counsellor of the Emperor, and adviser in general to the Government in office. On his qualities as a statesman it would be superfluous to dilate, since the history of his life—at any rate since 1867—has been the history of his country. He came to the front at the time of the Restoration, and he has ever since been conspicuous among the statesmen who, thanks to the enlightened views of the Emperor, have led the country on from one stage of progress to another until at length the European Powers recognised her title to admission into the comity of nations.

Though, to borrow Macaulay's figure of speech, "every schoolboy knows" that Marquis Ito is the maker of modern Japan, there are few general readers who are acquainted with the interesting period of his life prior to the promulgation of the Constitution. He was born in Nagato, in the province of Choshu, about 1840. His application to his studies in his native school singled him out for important work in association with four other youths of his clan who, like Ito, have taken prominent parts in the government of their country. Dr. W. G. Dickson, in his *Gleanings from Japan*, recounts that on a fine summer evening in 1862, while residing with a friend in Yokohama under the hospitable roof of Messrs. Jardine, Matheson & Co., he returned home in the evening, and in passing through the little garden looking out to the beautiful bay of Yedo he observed four young Japanese in European dress, standing among the bushes, and evidently wishing to avoid observation. He enquired who they were, as at that time four men lurking in a corner of a garden and trying to escape observation implied business of some kind—it might be with their peers, it might be with their swords. In response to his enquiries he was told that they were four young samurai whom the Daimio of Choshu wished to send to England to finish there the education which they had commenced in their native schools in foreign languages and European arts and sciences. They were waiting in the bushes for a suitable opportunity to elude the vigilance of the officers on shore and the yakuins on board the vessel, and so got on board unseen by any of their countrymen. Knowing the captain, Dr. Dickson volunteered to take them off at once in the captain's gig, manned as it was by Chinese. Getting alongside the ship, Dr. Dickson got the captain to entertain the yakuins, who were soon to leave the vessel for the night, and the four young men were then safely stowed away in a cabin out of sight of the officials. These young men were the forerunners of the changes which have since so rapidly come to pass in Japan, and they are known to the present generation as Marquis Ito, Viscount Nomura, Count Inouye, and Viscount Ito.

Two years later Ito was back in Japan again. The movement for the overthrow of the Shogun and the restoration of the Mikado to real power had by that time come to a head, and we find Ito at Nagasaki anxious to get to the scene of the impending conflict, that is to say, nearer Kyoto. By a ruse he obtained permission to travel up to Kiogo on board Admiral Kappel's flagship the *Rodney*. It was explained to Admiral Kappel that the Prince of Choshu had lately ordered several men-of-war from England through an English firm in Nagasaki, and although some of these would soon be on their way to be practically useless, since the Prince had no officers who knew anything of navigation, and that he (the Prince) was consequently anxious to have some of his people placed on an English warship. Admiral Kappel readily complied, and Ito went on the *Rodney* to Kiogo. Ito's friends, whom he had gone, confided to others the fact that it was the wish of the Mikado's party in the South to have Ito placed on board an English warship in order that he might watch events at Kiogo and Osaka from a distance. By the time Ito reached Kiogo, however, the issue had been decided by the defeat of the Shogun's forces in battle. Ito, on landing, collected a small body of men and took possession of the public offices in the name of the Mikado and became first Governor of the prefecture. It was during his administration that the old foreign concession at Kobe was delimited and the various building sites sold. Ito was at that time recognised as a capable administrator, and his subsequent progress has amply justified the early opinions formed of him.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 18th at 11.45a. The barometer has fallen upon the China Coast and risen slightly in the Philippines. Gradients are rather steep on the China Coast and the anticyclone still exists in the Yangtze valley. Strong monsoon will prevail in the Formosa Channel and the north part of the China Sea. Forecast—Strong NE. winds; fine.

## THE WRECK OF THE "CLALLAM."

Pacific Coast papers bring full details of the disaster by which 55 lives were lost in the Strait of Juan de Fuca on the 9th January, as our special telegram reported at the time. The *Clallam* left Port Townsend for Victoria on the afternoon of the 8th, facing a terrific south-west gale. Within sight of her destination a huge sea overwhelmed the little steamer, smashing in her deadlights, flooding her hold with water, extinguishing the fires beneath her boilers, and placing her at the mercy of a howling gale. The culmination of this tragedy was postponed for a number of agonising hours. Bravely officers and crew of the helpless bark worked to save the boat and the eighty souls aboard her, but in vain. Staunch as she was, the *Clallam* could not stand the terrific onslaught of the seas that raced in mountain high from the ocean, and just before darkness began to fall it was resolved to make an attempt to save the passengers at least by the boats. Three boats were launched; the first contained only women and children, besides three deck hands and Captain Lawrence, and it was overwhelmed within 600 feet of the *Clallam*. The second boat rowed away into the darkness, losing passengers as the waves swept over her; the third was swamped in launching. The crew and a few passengers remained on board, bailing in gangs when the pumps failed. At length the tug *Richard Holyoke*, one of six sent to the rescue from Port Townsend, hove in sight, a line was attached and some progress was made towards harbour. The hull of the *Clallam*, however, now began to give way, and at 12.30 o'clock she went on her beam ends and began sinking rapidly. At 1.07 o'clock she settled and the tow-lines were cut. A few minutes later she lurched and disappeared beneath the waves. Only her top works and floating wreckage remained to show that she had ever been. By heroic efforts the crews of the two tugs saved the lives of nearly all who had remained aboard the *Clallam*. A few were swept away and perished in the blackness of the storm, with none to heed their shouts and cries. The closing scene in this, the most terrible marine tragedy ever known in these waters, was eight miles north of Protection Island, only a short distance north of Port Townsend and approximately thirty miles from Victoria. The *Holyoke* picked the *Clallam* up off Smith's Island. The survivors were brought to Seattle on the *Dirigo*. A sad story is told in connection with the launching of the third boat. Captain Roberts succeeded in filling her with the remaining women and children. It proved to be a fatal move. Just as the boat was leaving the water-logged steamship a man leaped to the rail of the vessel and with the remark, "By God, that boat don't leave without me," he leaped out through the air and fell downward toward the boat. Eye-witnesses stated that his feet struck a woman full in the face. The force of the man's fall careened the boat far to leeward. A great wave, bearing death upon its foaming crest, swept down upon it. The air was full of terrible cries of helpless women. Babies screamed in terror as they clung to their mother's breast. Strong men on board the *Clallam* turned their heads away. The boat sank before anyone had time to think of assistance, and the man who caused it all went down with her.

## SHIPPING NOTES.

**LOSS OF THE STEAMER "DEUTEROS."**  
The s.s. *Deuteros* has become a total loss on the Pacific while on a voyage from Saigon to Hongkong. The crew were saved by the s.s. *Laertes*, and landed at Saigon yesterday morning.

This telegraphic information is kindly furnished by Messrs. Siemssen & Co., who received it by wire from Saigon yesterday. The *Deuteros* had a cargo of rice on board consigned to Mr. Kung Yuen of Hongkong. The *Deuteros* is an iron screw steamer of 1,001 tons net, flying the German flag. She was built for her present owners, the Flensburger Dampfschiffahrt-Gesellschaft von 1869 at Flensburg in 1881.

**A HEAVY CARGO.**  
The s.s. *Oanga* freighted 3,000 tons of flour and 2,000 tons of lumber for Hongkong, and 2,000 tons of salmon transhipment from Tacoma.

**JAVA SUGAR.**  
Over 3,000 tons of Java sugar for Hongkong arrived by the s.s. *Shantung*.

**RICE.**  
About 2,000 tons of rice consigned to Messrs. Sander, Weiler & Co., arrived from Saigon by the s.s. *Petrarch*, and about 2,000 tons of rice, consigned to Messrs. Butterfield & Swire, arrived from Bangkok yesterday.

**A R.I. STEAMER.**  
The British India s.s. *Parnua* arrived from Rangoon, via Singapore, yesterday with 3,400 tons general cargo for Hongkong. Strong N.E. monsoon was experienced on her latter passage.

**P. AND O. INTERMEDIATE STEAMER.**  
The P. & O. s.s. *Palermo* arrived from Japan yesterday, having left Yokohama on the 24th inst. Shanghai 14th inst. Strong N.E. monsoon was experienced.

**THE GERMAN MAIL.**  
The N.D.L. s.s. *Roon*, Captain G. Meiners, arrived from Europe yesterday. She left Bremerhaven on the 7th ult; Singapore 13th inst.

**STEAMER MOVEMENTS.**  
The P.M. steamer *China*, with mails, &c., which left hence Jan. 20th for San Francisco via Shanghai, &c., arrived at her destination on the 14th inst.

The Indo-China steamer *Laisang* left Calcutta for this port via the Straits on the 13th inst., and may be expected here on the 14th prox.

The A.L. steamer *Giella* left Shanghai for this port on the 16th inst.

The steamer *Gregory Apsar*, from Calcutta, left Singapore for this port yesterday morning.

## POLICE COURT.

Thursday, 18th February.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

## A TOWN OF BABBLERS.

The captain of the *Somala* charged N. Garthick, engineer, and four others with refusal of duty on board the steamer, on various dates between leaving Port Said and arriving at Moji, Japan, on the 4th inst.

Mr. John Hays, of Messrs. Johnson, Stokes and Master, solicitors, appeared on behalf of the prosecution, the defendants being unrepresented.

Mrs. Oliver, proprietress of the Travellers' Hotel in Queen Street, acted as interpreter for the defendants, among whom were one Greek, one Turk, one Arab, and two East Indian Mohammedans, the lady being equally at home in all their languages as well as in English.

The Captain testified that on the 4th inst., while lying in Moji harbour, the first defendant came to him and asked him for some tobacco. Witness told him he had no tobacco, when the first defendant used very abusive and insulting language and threatened to assault witness. He was ordered below to attend to his duty.

Noah Cole, sworn, said he was second engineer of the *Somala*. On the 4th inst. he was brought to him that the first defendant refused to "turn to." He went to the man, who was in the engine-room, and ordered him to get to work. The latter then came at him and dealt him three blows in the chest, exclaiming that he was a Greek and would not work for anybody. He then challenged witness to fight, and witness reported the matter to the captain. All five defendants had given a great deal of trouble during nearly the whole voyage from Port Said to Japan, and would not keep up proper steam, continuously refusing duty. In Moji they were all logged.

The defendants all denied the charges, the East Indians stating that they would go to "hell or cut their throats rather than go back on board the steamer where they were ill-treated. The first, second and fourth defendants said they had witnesses to prove they were ill-treated, and the case was remanded for a few hours to secure the attendance of those witnesses. On resuming the case at 4 p.m., Thomas Dineen, a witness on board the ship, swore that the men were not insolent and did not refuse duty. He knew that the men wished to leave the ship as the captain refused to give them any money for clothes, tobacco, or any supplies, and when they asked for money the captain abused them, so they said they would not work, as they wanted to be paid off and look out for other work. The captain said he did not want the men on board again, as they were troublesome and useless, and the men said they did not wish to go back. Five defendants and sent to 7 days' goal. The first defendant for the assault was sent to another 7 days' goal. His Worship remarked that these cases should not come up at these courts, but go to the Marine Court. Mr. Hays pointed out that the summonses in this matter had been issued by Mr. T. Sercombe Smith.

## FRANCE AND SIAM.

The *Standard's* Paris correspondent wrote last week:—

M. Delcasse, replying in the Chamber to the acute criticisms of M. Elienne and other members of the Colonial Party on the Treaty he signed with the Siamese Minister, admitted that, since the signature of that document, on October 7, 1902, the Bangkok Government had not acted in the spirit of conciliation and goodwill which had actuated himself during the negotiations. It is needless to recapitulate all the incidents which were then detailed by the French Minister, but it is necessary to recall the fact that he did not ask the Chamber to ratify the Treaty, but declared frankly that it was requisite to take guarantees. Under these conditions it can be easily understood that the subsequent negotiations with Phya Suriya for the amendment of the Treaty were of a delicate nature, especially for the Siamese Minister, M. Delcasse made demands, but had nothing to offer as compensation. Up to the very last moment of the period of respite for the ratification of the Treaty of 1902, it was feared that it would be impossible to come to an arrangement, but Phya Suriya was conscious of the disadvantages which a mere continuation of the relations established by the Treaty of Peace, in 1893, offered to his country. Having accepted the French proposals subject to the approval of his Government, he signed an arrangement for extending the term for the ratification of the Treaty of 1902 till February 15 next.

That Protocol, though simple, is eloquent. It is as follows:—"The Siamese Minister having accepted the bases of a supplementary accord, as presented by the Government of the Republic, the Convention of the 7th October, 1902, is prorogued to the 15th February, 1904." For the sake of friendly relations between his country and France, Phya Suriya made political, territorial, and trade concessions so numerous that it is doubtful whether it will be possible to embody them in Supplementary Changes to the Treaty, to which they are, in certain cases, contradictory. It is, therefore, probable that in the event of the Bangkok Government sanctioning the concessions made by its Minister, a new Treaty will be substituted.

The trade concessions relate to the construction of railways in the Mekong Valley. In addition to the territorial advantages stipulated for France in the 1902 Convention, the new Treaty will, I am assured, satisfy the demands of the Republic with regard to Luang Prabang. The situation of that little town is such that it will be possible to extend the term for the ratification of the Treaty of Peace, as it must be admitted, very anomalous. The capital and a portion of that State were on the left bank of the Mekong, and consequently under the protection of France, while the very considerable portion on the right bank of the river remained under the Siamese Government. The King was at the same time, the vassal both of the French Republic and of Siam. The French contended, with much show of reason, that it was difficult, if not impossible, for that petty monarch to serve two masters. The Siamese yielded on this point without any serious opposition, but the question as to the persons in Siam over whom France has a right to extend her protection gave rise to prolonged discussions. Phya Suriya was able to give way because, after all, the Treaty which is destined to replace that of 1902 will embody the

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same policy of conciliation and goodwill as its predecessor. The difference between the two documents will lie in the greater extent of the concessions made by the Siamese Government. Immediately after the ratification of the Treaty the Siamese Government will hand over to France the Territory conceded to it, and will appoint its delegates to meet those of France for the delimitation of the frontier between Cambodia and Siam stipulated for in the Treaty signed in 1897. On their side, the French will evacuate Chantaboon.

## BANKING IN GERMANY.

A Berlin correspondent writes to us as follows, with regard to the recent large increase in the share capital of some leading German Banks:—"In their retrospects on the economic development of Germany in 1903, many Chambers of Commerce and Trade Journals dwell on the recent amalgamation of interests of the Dresdner Bank and the A. Schaaffhausen'scher Bank, herein as the most important event of the year under review. From this combination of two enormous concerns with a paid up capital of £14,000,000 important changes in the management and organisation of the German Joint Stock Banks are expected. Indeed, the tendency towards concentration, observable in the recent development of the banking trade everywhere, has already made even more progress in Germany than in England and in the United States, so that many branches having been established by the large Joint-Stock Banks in the great centres of trade at home and abroad, and so many private and provincial banks having been absorbed by them. It is said that the recent acts of legislation concerning stock exchanges, by their grandmotherly spirit, helped, in Germany, to accelerate the process of development which in other countries goes on more slowly, because the smaller banks are not so much handicapped in their struggle for existence. What is now expected in Germany is a keen competition of the biggest Joint-Stock Banking Corporations for securing the still remaining good chances of extending their business in timely anticipation of a new period of commercial prosperity."

Indeed the enterprising moves by which the other leading Berlin Banks with extraordinarily large share capital have suddenly come forward in the last days of 1903 turn already in that direction. The Board of the German Ueberseische Bank that is closely connected with the Deutsche Bank decided on the 30th December to establish a new branch at Barcelona with a view not only of fostering the trade relations between Germany and Spain, but also of placing the best banking facilities at the disposal of the industrial and commercial circles that are engaged in the rapidly increasing export trade from Spain to the more important countries of South America. More surprising still were the new departures announced by the Direction der Disconto-Gesellschaft, and by the board of Directors of the Berliner Handelsgesellschaft. The former proposed to the General Meeting of the shareholders an increase of their Share Capital of £7,500,000 by a further million, in order to strengthen the position of the Norddeutsche Bank in Hamburg that is already their property, and to take over, and extend, the whole business of an old and greatly flourishing private bank of Bremen. Thus the Berlin Disconto-Gesellschaft may get the leading position in the banking trade of these two Hanseatic towns. In some respects the financial accommodations of the export and import trade are not yet so far advanced in these centres of German shipping as in some remote parts of commercial importance, e.g. at Shanghai; often the exporting firms are obliged to step in as buyers and sellers of drafts needed for the remittance to distant markets; for the convenience of the trade to the Far East the Hamburg branches of the Hongkong and Shanghai Banking Corporation serving as a medium. As the Disconto-Gesellschaft had already gained a footing in the banking business of many ports in South America, this competition for attracting a share of the banking business in the Hanseatic towns must be considered a natural outgrowth of its past career. At Bremen where the Disconto-Gesellschaft was not yet represented, the tobacco trade with Brazil, Sumatra and Java will be principally benefited by the improved banking facilities offered.

The Berliner Handelsgesellschaft with a paid up Share Capital of £4,500,000, will issue new shares with a face value of half a million. This flourishing institution keeps up especially close relations to the North German Engine Works and Electrical Engineering firms. The recent arrangements of German Electrical Concerns with those of the United States are expected to offer favourable conditions for a German Bank with good American connections. On the whole, the Import Trade from the United States to Germany has been most satisfactory in 1903. As regards the German Exports to America it is true a considerable falling off has taken place in the last quarter of the year. But this is explained by the Hamburg Chamber of Commerce as a consequence of the panic-like disturbances of the New York Stock Exchange in September; it is expected that the partial American commercial crisis will soon be over.

These new moves of the great Berlin Banking Corporations are important enough by themselves to be chronicled; of still greater effect is, however, their psychological influence upon the German traders, who are thereby encouraged to share the hope that the improvement of the economic condition of the country, of which many symptoms have shown themselves in 1903, will be of a lasting character and soon prepare the soil for a new period of commercial prosperity.

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Hongkong, 18th February, 1904. [83]

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"DAILY PRESS" OFFICE, Hongkong, and at the London Office: 131, Fleet Street, Hongkong, 12th December, 1903.



## NEW ADVERTISEMENTS

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Stonecutters Island (East Battery) in a South-Westerly direction at ranges from 600 to 4,500 yards, on the 26th February, 1904, and from Lyemum Sub-District (Redoubt and Pak-shan Batteries) in the direction of the entrance to Junk Bay at ranges from 600 to 4,500 yards on the 27th instant.

If the weather is unfavourable on either of the above dates, practice will take place on the 1st proximo.

Practice will commence at 9 A.M. on the 26th, and at 9.30 A.M. on the 27th instant, and end at 11 A.M. daily, if the range is clear.

By Command, A. M. THOMSON, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 18th February, 1904. [542]



## IN THE SUPREME COURT OF HONGKONG.

## ORIGINAL JURISDICTION.

IN THE MATTER OF THE TIENTSIN GAS COMPANY, LIMITED, and

IN THE MATTER OF ORDINANCE No. 25 of 1890 being an Ordinance to give further powers to Companies with respect to the alteration of their Memorandum of Association.

NOTICE IS HEREBY GIVEN that a Petition was on the 5th day of February, 1904, presented to the Supreme Court of Hongkong by the above named Company to confirm a special resolution unanimously passed at an Extraordinary General Meeting of the said Company held on the 16th day of December, 1903, and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 31st day of December, 1903, and which resolution runs as follows:—

(1) That clause 3 of the Memorandum of Association be altered by substituting for sub-clause (a) the following sub-clause, namely:—

(a) To manufacture and supply any kind of illuminant in the Foreign Concessions and Settlements in Tientsin, Tientsin native city, Feking, Tongku, Taku, Tientsin, Putaiho, Chingwangtan, Shanhaiwan and any other city towns or place within or in the neighbourhood of any of the said places or elsewhere in North China and to carry on the business of a Gas or Oil or Electric Light works in all their branches and to manufacture or generate gas or electricity or any other illuminant.

And by inserting after sub-clause (f) three new sub-clauses to be lettered (g), (h) and (i), as follows:—

(g) To carry on in all or any of the places aforesaid the business of an electric light Company in all its branches and in particular to construct lay down establish fix and carry out all necessary cables wires lines transformers accumulators and any other electric gear lamps and works and to generate accumulate distribute and supply electricity and to light the town streets docks waterways markets theatres buildings and places both public and private in the Foreign Concessions in Tientsin and in all or any of the places aforesaid or elsewhere in North China.

(h) To carry on the business of electricians mechanical engineers suppliers of electricity for the purposes of light heat motive power traction or otherwise and manufacturers of and dealers in all apparatus and things required for or capable of being used in connection with the generation distribution supply accumulation and employment of electricity.

(i) To carry on the business of lighting of every description whether by gas electricity or other illuminant in all their respective branches and to manufacture manipulate and use all chemicals capable of being used alone or in conjunction with other chemicals or elements for the purpose of producing any illuminating power or effect which the Company may consider convenient or necessary.

(2) That the remaining sub-clauses with the exception of those now lettered (c) and (p) be relettered for reference accordingly.

(3) That sub-clauses (a) and (p) be struck out, the same being unnecessary for the purposes of the Memorandum of Association.

(4) That the capital of the company be increased from Fifty Thousand Taels Tientsin Sycee to Two Hundred and Fifty Thousand Taels Tientsin Sycee by the issue of two thousand shares of one hundred taels each such new shares to be issued upon such terms and conditions and with such rights and privileges annexed thereto as the Board shall determine and that clause 5 of the Memorandum of Association be altered accordingly by striking out the words "fifty thousand taels Tientsin sycee" appearing in the first line thereof and the words "five hundred" appearing in the second line thereof and substituting therefore respectively the words "Two hundred and fifty thousand taels Tientsin Sycee" and "two thousand five hundred."

(5) That the name of the Company be altered to "The Tientsin Gas and Electric Light Company, Limited," and that such alteration be embodied where necessary in the memorandum and Articles of Association.

AND NOTICE is further given that the said Petition is directed to be heard before the Honourable Sir WILLIAM MEIGH GOODMAN, Chief Justice, on MONDAY, the 28th day of MARCH, 1904, at 10.30 A.M., and any person interested in the said Company whether as creditors or otherwise desiring to oppose the making of an order for the confirmation of the said resolution under the above Ordinance should appear at the time of hearing by himself or his Counsel for the purpose, and a copy of the said Petition will be furnished to any such person requiring the same by the undersigned the Company's Solicitors on payment of the regulated charge for the same.

Dated the 13th day of February, 1904. JOHNSON, STOKES & MASTER, Solicitors for the Company, 8, Des Voeux Road, Central, Victoria, Hongkong.

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Hongkong, 14th February, 1904. [538]

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N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 18th February, 1904. [539]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON," OF THE NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 P.M. TO-DAY, the 18th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 24th February, at 9.30 A.M.

All Claims must reach us before the 29th February, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 18th February, 1904. [5]

HONGKONG RIFLE ASSOCIATION.

THE ANNUAL GENERAL MEETING will be held at the HONGKONG HOTEL TO-DAY (FRIDAY), 19th FEBRUARY, at 5.30 o'clock p.m., for the purpose of passing the Accounts for the Year 1903 and electing a Committee and Officers for the present year.

M. S. NORTHCOTE, Hon. Secretary.

Hongkong, 18th February, 1904. [514]

WANTED.

GOOD CLERK Wanted, European or other.

Apply to—ROBINSON PIANO CO., LD.

Hongkong, 10th February, 1904. [496]

FOR SALE.

THE NEW AMOY HOTEL.

For particulars, apply to—F. H. LUCASSEN, Proprietor, Amoy.

Amoy, 20th January, 1904. [321]

FOR SALE.

THE BUSINESS of an Old-Established Mercantile Firm in Hongkong, including name, Goodwill, and Office Furniture.

Apply, by letter, to—BUSINESS, Care of Daily Press Office.

Hongkong, 12th January, 1904. [205]

UNION BREWERY CO., LIMITED, OF SHANGHAI.

SHARES to be had at No. 3, QUEEN'S BLDG. or OCCIDENTAL HOTEL, Kowloon.

By Order of Directors.

Hongkong, 18th February, 1904. [536]

CHEONG HING GENERAL EXPORTERS.

DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY, WARES, EMBROIDERIES AND PONGEE SILK.

Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAFFY & CO.).

Hongkong, 16th May, 1903. [3170]

RUIHART PERE & FILS, REIMS

Established 1719. CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903. [50]

## ENTERTAINMENTS

## THEATRE ROYAL, CITY HALL.

## THE HONGKONG AMATEUR DRAMATIC CLUB

will give Two Performances of "THE COMIC OPERA

"HIS EXCELLENCY,"

Written by W. S. GILBERT.

Music composed by Dr. OSWYD CARP.

TO-NIGHT (FRIDAY), 19th FEBRUARY.

TO-MORROW (SATURDAY), 20th

Commencing each Evening at 9 P.M., precisely.

Dress Circle ... .. \$3

Stalls ... .. 3

Pit Stalls ... .. 2

Pit ... .. 1

No HALF PRICE.

Tickets can be obtained at the Booking Office of the Theatre, City Hall.

Booking Office will be opened daily from 10 A.M. to 4 P.M.

Late Trains will run a quarter of an hour after the fall of the curtain.

Hongkong, 6th February, 1904. [349]

## THEATRE ROYAL, THE

## HENRY DALLAS

## MUSICAL COMEDY

## COMPANY.

## GRAND OPENING NIGHT.

## MONDAY, FEBRUARY 22nd.

The Latest London Success.

The Musical Comedy

"A CHINESE HONEYMOON."

TUESDAY, FEBRUARY 23rd

"A CHINESE HONEYMOON."

WEDNESDAY, FEBRUARY 24th,

AND

THURSDAY, FEBRUARY 25th,

The Charming Musical Comedy

"THREE LITTLE MAIDS."

FRIDAY, FEBRUARY 26th,

AND

SATURDAY, FEBRUARY 27th.

The Sparkling Musical Comedy

"THE FRENCH MAID."

Prices \$3, \$2, and \$1.

Plans at Robinson Piano Co., LD.

W. FLEMING VALLANCE,

Manager.

Future pieces will be duly advertised.

Hongkong, 15th February, 1904. [523]

## DAVID GORSAR &amp; SONS

MERCHANT NAVY

NAVY BOILED

ONG FLAX

RELIANCE CROWN

TARPULING

ARNHOLD, KARBURG & CO., Sole Agents.

3486

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES.

FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900. [54]

## YING KEE,

REFRESHMENT CONTRACTOR and CATERER.

Ball Suppers, Dance Suppers, Picnics, Luncheons, and at Homes Catered for.

Cutlery, Crockery, and Table Linen on hire.

For Terms, apply to—YING KEE,

(First Floor) 50, Des Voeux Road Central.

Hongkong, 12th December, 1903. [3484]

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTONJEE'S KOWLOON STORE, No. 39, Elgin Road.

Price 15 cents per copy cash.

Hongkong, 22nd December, 1903. [3518]

A. LING & CO., FURNITURE STORE.

PLATED, GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [314]

## PUBLIC COMPANIES

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, TO-MORROW (SATURDAY), the 20th day of FEBRUARY, 1904, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1903.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1904. [386]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from SATURDAY, the 6th to the 30th day of FEBRUARY, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 22nd January, 1904. [385]

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 22nd FEBRUARY, 1904, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 22nd FEBRUARY, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 1st February, 1904. [389]

## HONGKONG FIRE INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Pedder's Street, on SATURDAY, the 5th day of MARCH, 1904, at 12 o'clock (Noon), to receive a Statement of Accounts to 31st December, 1903, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th FEBRUARY, to the 5th MARCH, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 8th February, 1904. [474]

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

## THE THIRTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS

in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 10th March, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th instant, to the 10th proximo, both days inclusive.

By Order, GEO. L. TOMLIN, Secretary.

Hongkong, 10th February, 1904. [488]

## HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that, on and after this date, they can obtain Scrip Certificates for Shares of the new issue in exchange for Hongkong and Shanghai Bank receipts on application at the Registered Office of the Company, Nos. 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 13th February, 1904. [515]

## THE WEST POINT BUILDING CO., LD.

## NOTICE.

A CERTIFICATE No. 449 for Six Shares Nos. 11431/1436 standing in the Register of this Company in the name of Mrs. FLORENCE MINA HUNT has been LOST.

Notice is hereby given that a new Certificate for the said Six Shares will be issued fourteen days hence, and that the original Certificate unless produced within that period will thereafter be held by the Company as null and void.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the

HONGKONG LAND INVESTMENT & AGENCY CO., LD., General Agents for the

WEST POINT BUILDING CO., LD.

Hongkong, 11th February, 1904. [503]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LD. Have now 40,000 Cubic feet of Ice, Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.

WM. FARLANE, Manager.

Hongkong, 18th November, 1901. [57]

## PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.



# THE ROBINSON PIANO Co. (LIMITED.)

JUST RECEIVED.  
MAGNIFICENT PIANOS

BY  
RACHALS  
KRAUSS  
STUART  
BECHSTEIN  
HOPKINSON  
HAAKE

EACH THE  
BEST IN  
ITS CLASS.

VERY MODERATE PRICES  
FOR CASH OR ON  
CREDIT TERMS

ALSO  
KIMBALL ORGANS.

HONGKONG, 29th January, 1904. [3335]  
SIENTING.  
SURGEON DENT ST.  
No. 10, D'AGUIAR STREET.  
Fees VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903. [26]

ANGUS DE LA PRESSE.  
FONDÉ EN 1897.  
POUR être sûr de ne pas laisser échapper un journal qui l'aurait nommé, il était abonné à l'Argus de la Presse, "qui lit, décrypte, et traduit tous les journaux du monde, et en fournit les extraits sur n'importe quel sujet."  
L'Argus de la Presse fournit aux artistes, littérateurs, savants, hommes politiques, tout ce qui paraît sur leur compte dans les journaux et revues du monde entier.  
L'Argus de la Presse est le collaborateur indispensable de tous ceux qui préparent un ouvrage, étudient une question, s'occupent de statistiques, etc.  
S'adresser aux bureaux de l'Argus, 14, rue Tronchet, Paris.—Téléphone.  
L'ARGUS LIT 5,000 JOURNAUX PAR JOUR. [95]

## HONGKONG BUSINESS DIRECTORY.

BOOKBINDING  
"DAILY PRESS" OFFICE.  
The only office in Hong Kong having European taught workmen. Equal to Home Work  
FURNITURE WAREHOUSEMEN

ACHEE & CO., Established 1858.  
Furniture Dealers, Silver-plated, China Glass and Iron Ware.  
17A, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS  
Diamond Merchants and Watchmakers, 49 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hanoi

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.  
Broude and Chryon Engravings and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING

DAILY PRESS" OFFICE  
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,  
Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann's Baking Powder, Genuine Composition Red Head Brand.

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Brass and Iron Merchants, 144, Des Voeux Road.

## INSURANCES

PHENIX FIRE OFFICE.  
The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.  
DOUGLAS LAPRAIK & CO.  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.  
INCORPORATED 1851.  
Cash Security ..... \$255,719  
Total Losses Paid ..... \$26,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.  
Hongkong, 19th May, 1903. [194]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1833.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.  
Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.  
TURNER & CO., Agents.  
Hongkong, 23rd September, 1903. [267]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0

PAID-UP CAPITAL.....887,500 0 0

II. FUND.....2,867,275 14 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SHEWAN, TOMES & CO., Agents.  
Hongkong, 19th June, 1903. [1888]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.  
HOLLAND-CHINA TRADING CO.  
Hongkong, 28th November, 1903. [2160]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SIEMSEN & CO.  
Hongkong, 1st January, 1904. [1]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
REUTER, BROCKELMANN & CO., Agents.  
Hongkong, 21st April, 1897. [99]

OWNERS OF HOUSES situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon are hereby notified that under No. 5 of the Domestic Cleanliness and Ventilation By-laws any domestic building or part of such building which is occupied by members of more than one family shall, unless specially exempted by the Board, be CLEANSED and LIMEWASHED throughout to the satisfaction of the Board during the months of January and February.

The Sanitary Board being convinced of the necessity of Cleanliness in its efforts to stamp out Plague is determined to rigorously prosecute any owner in default after the 25th February.

Note.—The boundaries of the above Districts have been altered and are now as follows:—

THE EASTERN DIVISION OF THE CITY IS BOUNDED ON THE WEST BY GRAHAM STREET AND ON THE EAST BY ENDICOTT STREET.

The Eastern Division of Kowloon is bounded on the west by Robinson Road and a straight line drawn from the north end thereof through the Yaumati service reservoir to the northern boundary of Kowloon.

By Order,  
G. A. WOODCOCK, Secretary.

Sanitary Board Office.  
4th January, 1904. [136]

QUAN WAI & CO.,  
GRANITE MERCHANT CONTRACTORS.

GRANITE and GRANITE MONUMENTS

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application

All descriptions of Granite for Export.

Hongkong, 17th October, 1900. [251]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.

Bottled in Japan by H. E. REYNOLD & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [449]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

10-DAY (FRIDAY),

the 19th FEBRUARY, 1904, commencing at 2.30 P.M. at No. 10, 10a House Street,

ALL THE FURNITURE AND GEAR

Belonging to

"CLUB ENTRANCE"

including a Quantity of Furniture.

One Full-Sized ENGLISH BILLIARD TABLE.

One FRENCH BILLIARD TABLE.

One SP. MI. GRAND PIANO.

Two BOWLING ALLEYS with GEAR.

Terms:—As Customary.

On View from Thursday, the 18th February.

Catalogues will be issued.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 13th February, 1904. [518]

## SCIENTIFIC MISCELLANY

ENGINEERING IN BIOLOGY—THE NATURAL SOAP TREE—LIGHT RAYS TO FAVOUR THE EYE—A CREATURE THAT SMELLS ALL OVER—A NEW BATTERY—HEAT-RADIATING CARPETS—AN UNLOOKED-FOR SANITARIAN—TELEPH. NR FOR THE DEAF.

Illustrations of the mastery of engineering principles by living structures were pointed out by a recent address in Philadelphia by Mr. Henry Leffmann. Numerous bones represent the hollow column, with its greatest strength for the least material; the articulation of the bones gives joints, which have lubricating membranes, and a tough intermediate structure in the case of the knee-joint. The elbow exhibits several forms of motion, with an apparent defect in the exposed position of the nerve-trunk—the "crazy bone"—where it is likely to receive a blow. Hydraulic engineering is demonstrated in the circulatory system, the heart being a pair of double pumps, with its system of chambers and valves, and an action very similar to that of the pistonless pumps of the pulsometer. The large trunk artery, with its divisions and subdivisions, bears a close analogy to a large gas or water-main.

The tree *Sapindus utilis*, which is to be cultivated in Algeria as a source of natural soap, has a fruit about as large as a chestnut, with a dark-coloured oily kernel. A cutting from the tree reaches a height of six feet in two years, and attains maturity in six years when it bears from 50 to 200 pounds of fruit. Water or alcohol is used to extract the soap, which is claimed to be very superior.

Fatigue of the eye in light of different colours has been studied in France by A. Broca and D. Sulzer. Light very rich in blue rays, such as that from the electric arc or powerful incandescent burners, proved injurious, the most desirable light being that from radiations near the middle of the spectrum.

Cataract, bronchitis, and various ear and nervous troubles are already recognised as effects of automobilism.

A good sense of smell in snails has been recorded by Mognon-Landou, and he concluded that the organ is the terminal button at the end of the large feeler. The interesting discovery is now announced by M. Emile Yang that the sense of smell is located not only in the feeling organs but over the entire body. A camel's hair brush dipped in odorous essences proved that every part of the body not covered by shaggy perspired odours, and when the four feelers were amputated the snail could still smell food, while it fled from disagreeable odours. Microscopic examination seemed to indicate that the nerve cells are all capable of receiving different sensations, such as shock, heat, odours, etc. The strongest odours of food—such as that of very ripe melon—are perceived by snails not more than 16 inches away, and most odours attract little more than an inch.

A convenient dry battery, so improved that it may be transported in dry condition and quickly put to work, is the subject of a late German patent. The dry cells consist each of a cylinder of zinc or other metal enclosing a cylinder or prism of carbon, the space between these two electrodes being filled up with blotting paper or other suitable absorbent. These cells in the desired number are arranged in a suitable casing, with asphalt insulation. When needed, the covers are removed from the cells, filled with blotting paper soaked in ammoniacal solution, or other convenient electrolyte, then replaced, and the battery is ready.

Over-fatigue is regarded by Dr. Burton-Fanning as the determining cause of ten per cent. of his cases of pulmonary consumption. Even a single excess—as unusual bicycling, climbing, hunting, or even dancing or tennis—may bring into activity unsuspected latent tuberculosis.

The self-lighting Bunsen burner of a German chemist depends upon the igniting effect of a pellet of palladium sponge, which is passed over the escaping gas as the tap is opened.

The curious electric heater of M. Camille Herroget consists of conducting wires woven into carpets and other fabrics, and it is designed to give a moderately high temperature to the fibre—hemp, cotton, linen, or silk. It does not affect the pliability or appearance of the material. It is claimed that the heater is perfectly safe, and that the wires cannot be raised above a certain temperature. The arrangement can be applied to many purposes. Carpets, rugs, etc., can be kept at the temperature of the body or higher, and dry or wet medical applications can be kept easily at 150 deg. C. In the industries numerous uses are suggested, as in filters for fatty or gelatinous matters, and for warming carriages or trains, etc.

A rather unexpected advantage of electric railways has been discovered by an Italian electrician. He believes that the cars aid the health authorities by serving as antiseptic agents, for the electric sparks from the overhead trolley, and from the car-wheel when the rail is used for the return current, transform the oxygen of the air into ozone. The high discharges are frequent enough to add a material supply of this powerful disinfectant to the air, especially in narrow streets.

A student of the ear has found that many persons having impaired hearing due to disease of the middle ear can hear perfectly in the telephone, the cause being probably increased vibration of the membrana tympani. This suggests an adaptation of the telephone as an ear-trumpet. The acouphone seems to be the

nearest instrument available, but the investigator believes this can be improved.

Formic acid, a secretion of ants, has been found by Dr. Clement, of Lyons, to have a remarkable stimulating effect upon the muscles, keeping them long active without fatigue. Eight or ten drops are taken three or four times a day.

## THE MISSION TO TIBET

Prince Ukhtomsky, of the S. Petersburg *Viedomosti*, is publishing a long pamphlet on Lamasism in connection with the Indo-British expedition to Tibet. The pamphlet opens with the lament that Russia is too late, that the English are forcing their way into the dominions of the Dalai Lama, and the Russians have lost their chance. For centuries past Russia has cruelly failed to take proper advantage of the brilliant opportunities offered by her numerous Mongolian population in Siberia for developing a politico-religious connection with the northern stronghold of Buddhism and Lamasism. The earliest history of the old Muscovite State shows how the Mongols leaned towards the Russians, how they hated the Chinese, and supported Tibet against Chinese pretensions. Such were Russia's opportunities at the beginning of the seventeenth century that, had there then been a single leader of talent and political foresight in Siberia, a Russian instead of a Manchurian dynasty might have later ruled at Peking. At one time Mongolian refugees were repulsed, and at another whole hordes of Kalmyks were induced, on the invitation of the Dalai Lama himself, to escape from Russian territory, from fear of being forcibly christened into the Orthodox Church. The later history of Russia's treatment of her Buriat and Kalmyk subjects is a long chronicle of neglect of the great importance of their religious intimacy with Tibet, of gross ignorance on the part of Russian officials in regard to the influence and character of their Lamas, and of persecutions by Russian missionaries, who have often carried on their campaign of persuasion and conversion with the help of strong drink, police, and Cossacks. On the other hand, Prince Ukhtomsky relates the story of Anglo-Indian intercourse with Tibet from the times of Warren Hastings with much approval by way of contrast. In conclusion it is strongly regretted that Russia will now have to receive news from Tibet via England, and the hope is expressed that some day the Dalai Lama may perhaps be reborn within the Russian sphere of influence.

THE NEW AFRIKANDER.

All thinkers are agreed that the ultimate destiny of this continent is magnificent. They differ in opinion in respect of its transitory changes, no its dual form. That the Dutch and British elements here will eventually merge into one virile race, strengthened by streams of blood from the most energetic races of other countries, may be confidently predicted; and the Afrikaner of the future should be—may, it is safe to say will be—a grand specimen of the genus man.

The world has seen with admiration, not unmixed with dismay, the marvellous energy evolved by the fusion of races in America. Here, in South Africa, in the years to come, we shall witness the same thing repeated on a vastly larger scale, with the added advantage of the experience of the Americans to guide us, whose errors we hope to avoid while striving to repeat their success.

At the close of their long and devastating war, the Americans awoke to the grand possibilities of their country, and proceeded to develop them with admirable skill and industry. But even the best of virtues have their darker side, and in their feverish haste to achieve material success the Americans denied themselves time for eating; with the result that they became a nation of dyspeptics, a fact which has cost them untold misery and countless dollars. The evils better understood and more generally avoided by Americans now, and besides their scientific research has provided an antidote in Mother Seigel's Curative Syrup.

That our people for years past have been subject to the same sort of danger, the experience of Mr. A. Donet, of Clarendon Crescent, Richmond Hill, Port Elizabeth, will prove. Writing on the 19th September, 1903, to Messrs. A. J. White (Colonial) Ltd., corner of Princes and Diesel Streets, Port Elizabeth, Cape Colony (proprietors in South Africa of Mother Seigel's Curative Syrup), Mr. Donet says: "Twenty-five years ago, when I was a young man, I had a very serious illness. My liver was enlarged, and I suffered from indigestion. For days together I was to be mented by excruciating pains all over my body, but more particularly in my stomach, shoulders, and back. Sometimes the symptoms would change, and I would almost faint or fall asleep even when walking outdoors. My legs seemed to give way, and I felt that they were too weak to support me. In this way I suffered for many months. Doctor after doctor attended me, but not one of them seemed to know what was the matter, and it is certain that I derived no benefit from their medicines. At last I began to think that I should never get relief in this world, when my father advised me to try Seigel's Syrup. "It is a safe and certain remedy for much of the trouble you are suffering from," said he, "and if it does you no good, I don't think it can possibly make you worse than you are."—I was now desperate, and being anxious to try anything which might do good, I obtained a bottle of the Syrup and began to take it. Its beneficial effect was almost immediately apparent, and after I had taken it for a week I felt considerably better. I continued to take the medicine, and by the time I had finished the second bottle I was quite well. Indigestion, giddiness, dizziness, and pain had all disappeared, and I could find some pleasure in life again. From that day to this I have been a firm believer in the curative power of Mother Seigel's Syrup, and an careful never to be without a supply of it in my house; for not only is it a sure cure for indigestion, but as a regulator of the system and purifier of the blood it has no equal."

After war, depression; after depression, revival and progress. The outlook for our country is good—worthy of the great race now being evolved.

GRACA & CO.

FOREIGN AND COLONIAL STAMP DEALERS.

No. 55, PRINCE STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

PRINTING OF ALL KINDS at the moderate prices at

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## MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

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BRANCH OFFICES:—HIGASHI-HOMMACHI, MOJI, MINAMI-AJIKAWA, OSAKA AND KAYAGA, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe; Moji, Osaka, Wakamatsu, and Hongkong

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Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese steamers. Arsenal and Japanese Railway Companies, &c. Sole Proprietors of Kumamoto and Tenara Coal Mines. Sole Agents for Kawamiya, Komatsugawa, Minami, Ikejiri and Kumagata Collieries.

K. UYEMURA, Manager

Hongkong, 4th March, 1903. [247]

## NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.

HOTEL

Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT

Handsomely decorated. Cool and pleasant. Best of attendance. Private dining rooms for parties. Only the best of wines and liquors. Under the direction of Mr. and Mrs. Newirth.

BAR

Under the direction of American mixologist. Anything you want served promptly and pleasantly.

BILLIARD ROOM

Thoroughly modern and up-to-date. Brunswick-Balke tables. Export Markers in attendance.

STABLES.

Fine stables for the guests of the hotel. Elegant rubber-tired carriages, first horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO.,

PROPRIETORS.

IF YOU HAVE ACQUIRED A TASTE FOR

EGYPTIAN CIGARETTES

TRY

"NELISTA"

A GOOD SMOKE AT MODERATE COST.

MANUFACTURED BY—

W. D. & H. O. WILLS' BRANCH,

BRITISH-AMERICAN TOBACCO COMPANY, LIMITED. [48]

JAPAN

COALS.

MITSUI BUSSAN KAISHA

(MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET

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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujioka, Mameia, Mannoura Onara Onari, Sasabaru Tsubakuro, Yoshinaka, Yoshio, Yumokibara, and other Coals.

N. INUZUKA, Manager, Hongkong

NOW ON SALE.

A BOOK FOR THE GLOBETROTTER.

"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD (A.S. "HANKOW")

With Illustrations, Maps and Plans.

Price.....\$1.50

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Messrs. KELLY & WALSH.

Messrs. W. BREWER & CO.

Canton: Messrs. A. S. WATSON & CO.

Hongkong, 4th October, 1903. [284]

THE AMERICAN SYSTEM

OF

DENTISTRY.

DR. M. H. CHAUN,

27, DES VOEUX ROAD CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1904. [240]



## SHIPPING.

**ARRIVALS.**  
Feb. 17, IDOMENEUS, British str. 4,298, H. Nish, Shanghai 11th Feb. General—BUTTERFIELD & SWIRE.  
Feb. 18, C. FELD, LAEISZ, German str. 3,799, F. Sachs, Moji 13th February. General—HAMBURG-AMERIKA LINIE.  
Feb. 18, ELIZABETH RICKMERS, German str. 997, Th. Nohring, Bangkok 9th Feb. Rice and Teakwood. ARNOLD, KARBURG & Co.  
Feb. 18, HONG MOH, British str. 2,555, W. Dawson, Singapore 11th Feb. General—CHINESE.  
Feb. 19, KERNUN, British str. 4,862, Davies, Shanghai 15th Feb. General—BUTTERFIELD & SWIRE.  
Feb. 18, PALERMO, British str. 4,998, E. G. Andrews, Shanghai 11th Feb. General—P. & O. S. N. Co.  
Feb. 18, PETRARCH, German str. 1,252, C. Abrams, Saigon 13th Feb. Rice—SANDER, WIELER & Co.  
Feb. 18, PURNEA, British str. 2,004, Packman, Bangkok 6th Feb. and Singapore 10th. General—JARDINE, MATHESON & Co.  
Feb. 18, ROOS, German str. 1,950, G. Meiners, Bremerhaven 7th Jan. and Singapore 13th Feb. Mail and General. MELCHERS & Co.  
Feb. 18, TAIWAN, British str. 1,109, Harder, Chinkiang 14th Feb. General—BUTTERFIELD & SWIRE.

**CLEARANCES.**  
AT THE HONGKONG MARSHALL'S OFFICE.  
18th February.  
HONGKONG, French str. for Kwangchowwan.

**DEPARTURES.**  
18th February.  
FOYDE, British str. for Moji.  
KWANGSUE, Chinese str. for Canton.  
MEFFO, Chinese str. for Canton.  
NANNAN, British str. for Kobe.  
PALERMO, British str. for London.  
TAIWAN, British str. for Canton.  
WUWUNG, British str. for Shanghai.

**VESSELS IN DOCK.**  
18th February.  
ABERDEEN DOCK.—*Indraguna*, Japanese.  
KAWLON DOCK.—H. I. G. M. S. *Morice*, H.M.S. *Glory*, Ellen Rickmers, Sengliang, Lin Tan, Hae, Kuyong, Yueneng, Tuen, COSMOPOLITAN DOCK.—*Borneo*.

**VESSELS PASSED ANKER.**  
Jan. 30, British str. *Niperic*, Cowley, from Hongkong for Bunbury.  
Jan. 30, Norv. str. *Olivia*, Christiansen, from Bangkok for Agass.  
Jan. 31, Dutch str. *Amion*, Zollinga, Dec. 24, from Amsterdam for Batavia.  
Feb. 2, British str. *Islander*, Wright, from Singapore for Christmas Island.  
Feb. 3, Dutch str. *Oengaran*, de Boer, Dec. 27, from Rotterdam for Batavia.

**VESSELS ON THE BERTH.**  
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at MANILA, TIOUR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, AC.)  
THE Steamship

"EMPIRE."  
Captain Helms, will be despatched for the above ports TO-DAY, the 19th inst., at NOON.  
This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This steamer is installed throughout with the Electric Light.  
A stewardess and a duly qualified surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 2nd February, 1904. [205]

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS—POSTES FRANCAIS.  
NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.  
ON TUESDAY, the 23rd February, 1904, at 1 P.M., the Company's Steamship "YARRA," Captain Seller, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marcellis, and accepted in transit through Marcellis for the principal places of Europe.  
Shipping Orders will be granted till Noon only on Monday, the 22nd February. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.  
Hongkong, 12th February, 1904. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENINSULAR GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
"CHUSAN."  
Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 27th FEBRUARY, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marcellis and London; other cargo for London, &c., will be conveyed via Bombay.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to E. A. HEWETT, Superintendent.  
Hongkong, 19th February, 1904. [1]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	KINTOCK	Brit. str.	W. B. Palmer	BUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	27th inst., at Noon.
LONDON & ANTWERP	MOYUNE	Brit. str.	T. Darke	BUTTERFIELD & SWIRE	1st March.
LONDON & ANTWERP	GLENGYLE	Brit. str.	T. Darke	McGREGOR BROS. & GOW	15th March.
LONDON & ANTWERP	GLACUS	Brit. str.	T. Darke	BUTTERFIELD & SWIRE	15th March.
LONDON & ANTWERP	PAK LING	Brit. str.	Seller	BUTTERFIELD & SWIRE	29th March.
MARSEILLES, &c., via Ports of Call	YARRA	Front. str.	Seller	MESSAGERIES MARITIMES	23rd inst., at 1 P.M.
BREMEN, via Ports of Call	SEYDLITZ	Ger. str.	Dewers	MELCHERS & Co.	2nd Mar., at Noon.
HAVRE & HAMBURG	C. FELD, LAEISZ	Ger. str.	Sachs	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE, BREMEN & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	2nd March.
HAVRE & HAMBURG	BAMBERG	Ger. str.	Mittellaff	HAMBURG-AMERIKA LINIE	17th March.
HAVRE & HAMBURG	SAMBIA	Ger. str.	Eller	HAMBURG-AMERIKA LINIE	22nd March.
GENOA, MARSEILLES & LIVERPOOL	ABESSINIA	Ger. str.	Borch	HAMBURG-AMERIKA LINIE	5th April.
GENOA, MARSEILLES & LIVERPOOL	SUEVIA	Ger. str.	Borch	HAMBURG-AMERIKA LINIE	19th April.
TREESTE, &c., via Ports of Call	KERNUN	Brit. str.	Luning	BUTTERFIELD & SWIRE	To-morrow.
NEW YORK, via SINGAPORE &c.	MACDUFF	Brit. str.	Dunmanovch	DODWELL & Co. Ltd.	20th March.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	Luning	CANADIAN PACIFIC R. Co.	23rd inst., at Noon.
VANCOUVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.	W. M. Smith	CANADIAN PACIFIC R. Co.	24th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & Co. Limited	24th inst.
VICTORIA (B.C.) & SEATTLE via NAKI, &c.	AGAMEMNON	Brit. str.	J. T. Horne	BUTTERFIELD & SWIRE	24th inst.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	Holmes	GIBB, LIVINGSTON & Co.	To-day, at Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	Holmes	BUTTERFIELD & SWIRE	23rd inst., at Noon.
YOKOHAMA & KOBE	SAMBIA	Ger. str.	S. Barham	P. & O. S. N. Co.	About 23rd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	JAVA	Brit. str.	W. Ellis	GIBB, LIVINGSTON & Co.	About 23rd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	EASTERN	Ger. str.	G. Meiners	MELCHERS & Co.	To-day, at 11 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ROON	Ger. str.	Ghezzo	SANDER, WIELER & Co.	About 24th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	SIBERIA	Front. str.	Blanc	MESSAGERIES MARITIMES	About 24th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	27th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	1st inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	M. STRUYE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	22nd inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	PROMETHEUS	Jap. str.	Leobriggen	OSAKA SHOSHEN KAISHA	To-day, at 11 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HAICHING	Brit. str.	Hodgins	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHUHLI	Brit. str.	R. W. Almond	SHAWAN, TOMES & Co.	To-morrow, 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	RELI	Brit. str.	R. Rodger	SHAWAN, TOMES & Co.	27th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ZAFIRO	Brit. str.	T. W. Garlick	DODWELL & Co. Ltd.	About 1st March.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TREMONT	Brit. str.	T. W. Garlick	DODWELL & Co. Ltd.	About 1st March.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM TO SHANGHAI, YOKOHAMA AND KOBE  
THE Company's Steamship  
"SILESIA."  
Captain Ghezzo, will leave for the above places on SUNDAY, the 21st inst., at 11 A.M.  
For Freight or Passage, apply to SANDER, WIELER & Co., Agents.  
Princes Buildings.  
Hongkong, 15th February, 1904. [3]

REGULAR SERVICE TO NEW YORK  
VIA PORTS OF CALL AT PHILIPPINE PORTS.  
PROPOSED SAILINGS FROM HONGKONG.  
"MACDUFF" ... 1st Mar.  
For Freight and Passage, apply to DODWELL & Co. Ltd., Agents.  
Hongkong, 20th January, 1904. [1125]

"GLEN" LINE OF STEAMSHIPS.  
FOR LONDON AND ANTWERP.  
THE Steamship  
"GLENGYLE."  
Captain T. Darke, R.N.R., will be despatched as above on SATURDAY, the 5th March.  
For Freight or Passage, apply to McGREGOR BROS. & GOW.  
Hongkong 16th February, 1904. [529]

FOR CANTON.  
THE new and fast Twin-Screw Steamer  
"SAN CHEUNG,"  
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
First-class Fare, \$3 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
J. TREVOUX & CO.,  
No. 128, Connaught Road Central.  
Hongkong, 30th June, 1903. [27]

MESSAGERIES CANTONNAISES.  
J. TREVOUX & CO.  
HONGKONG-CANTON NIGHTLY SERVICE.  
THE Commodious Steamer  
"PAUL BEAU,"  
Captain Fremont, leaves Hongkong for Canton at 9 P.M. on MONDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual, and will shortly be followed by the Steamer "CHARLES HARDOUIN."

These two magnificent and up-to-date steamers are lighted with Electricity.  
The Saloon is under European Supervision.  
First Class European ... \$8.00  
Second Class European ... \$3.00  
First Class Chinese ... \$1.50  
Second Class Chinese ... .80  
Deck ... .30  
Company's Wharf is at the end of Queen's Street, Pinya West.  
For further particulars, apply to J. LANDOLT, Agent.  
The Pharmacy, Queen's Road Central.  
Hongkong, 15th February, 1904. [429]

HONGKONG-MACAO LINE.  
S.S. "WING CHAI."  
Captain Samuel Bell Smith.  
DEPARTURES from Hongkong on week days, at 7.30 A.M. on Excursion Sundays, at 8.30 A.M. from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.  
Wharf at the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.  
MING ON & CO.,  
2nd Floor, 18, Victoria Street.  
Hongkong 8th September, 1903.

HONGKONG-MANILA.  
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.  
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila direct.	Sat., 20th Feb., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 27th Feb., 10 A.M.
PERLA	1990	A. H. Nottley		

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 15th February, 1904. [116]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
STEAMERS.

STEAMERS	SAILING DATES
SEYDLITZ	WEDNESDAY 16th March
ROON	WEDNESDAY 30th March
PREUSSEN	WEDNESDAY 13th April
HAMBURG	WEDNESDAY 27th April
PRINZ HEINRICH	WEDNESDAY 11th May
OLDENBURG	THURSDAY 26th May
BAYERN	THURSDAY 9th June
SACHSEN	THURSDAY 23rd June
ZIETEN	THURSDAY 7th July
SEYDLITZ	THURSDAY 7th July

ON WEDNESDAY, the 2nd day of MARCH, 1904, at NOON, the Steamship "SEYDLITZ," of the NORDDEUTSCHER LLOYD, Captain Dewers, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till NOON on MONDAY, the 29th February. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 1st March, and Parcel will be received at the Agency's Office until NOON on TUESDAY, the 1st March. No Parcel Receipts will be signed for less than \$2.50.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.  
The Steamer has splendid accommodation, and carries a Doctor and Stewards.  
Lion can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO. AGENTS.  
Hongkong 18th February, 1904. [5]

NORTHERN PACIFIC LINE.  
NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,606	W. M. Smith	Friday, February 19th
TACOMA	2,812	M. Hildy	Friday, February 26th
VICTORIA	3,502	J. T. Garlick	Wednesday, March 16th
TREMONT	9,606	T. W. Garlick	Friday, March 25th
OLYMPIA	2,837	A. Dixon	Wednesday, April 27th

\* Not carrying second class passengers.  
FOR MANILA.  
The largest, sturdiest, and most comfortable steamers for Manila.  
S.S. TREMONT ... 9,606 tons. T. W. Garlick ... About 1st March.  
S.S. SHAWMUT ... 9,606 tons. W. M. Smith ... About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.  
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.  
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 26th January, 1904. [7]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SHANGHAI, MOJI, KOBE AND YOKOHAMA FOR  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.  
STEAMSHIP TONS. CAPTAIN TO SAIL ON  
"INDRAPURA" 4,889 J. T. Horne February 24, 1904  
"INDRAMAMMA" 5,197 W. E. Craven March 24, 1904  
"INDRAVELLI" 4,889 R. P. Craven April 24, 1904  
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 19th February, 1904. [11]

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.  
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 24th Feb.  
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 8th Mar.  
R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 30th Mar.  
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 26th April.  
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th April.  
Hongkong to London, 1st Class ... via St. Lawrence 200 via New York 262.  
Intermediate on Steamers ... 240.  
and 1st Class Rail ... 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the narrow INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
9, Pedder Street.

OSAKA SHOSHEN KAISHA  
REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI, via SWATOW AND AMOY	"M. STRUYE"	SUNDAY, 21st February, at 10 A.M.
TAKAO (DIRECT)	"PROMETHEUS"	MONDAY, 22nd February, at 10 A.M.
FOOCHOW, via SWATOW AND AMOY	"LEOBRIEGEN"	TUESDAY, 23rd February, at 10 A.M.
	"TRIUMPH"	SATURDAY, 27th February, at 10 A.M.
	A. Hansen	February, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.  
Hongkong, 19th February, 1904. T. ARIMA, Manager [15]

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE
C. FELD, LAEISZ	HAVRE and HAMBURG	On 20th Feb. Freight.
Capt. Sachs	(Calling at Singapore and Penang)	
SITHONIA	HAVRE, BREMEN and HAMBURG	On 2nd Mar. Freight.
Capt. Hildebrandt	(Calling at Singapore and Colombo)	
BAMBERG	HAVRE and HAMBURG	On 17th Mar. Freight.
Capt. Mittellaff	(Calling at Singapore and Penang)	
SAMBIA	HAVRE and HAMBURG	On 22nd Mar. Freight.
Capt. Luning	(Calling at Singapore and Colombo)	
ABESSINIA	HAVRE and HAMBURG	On 5th April. Freight.
Capt. Eller	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE and HAMBURG	On 19th April. Freight.
Capt. Borch	(Calling at Singapore and Penang)	

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
YOKOHAMA, via SHANGHAI, MOJI and KOBE	JAVA	About 23rd February	Freight and Passage.
(Passing through the Inland Sea)	S. Barham		
LONDON, &c.	CHUSAN	Noon, 27th February	See Special Advertisement.
	W. B. Palmer, R.N.R.		
SHANGHAI	COROMANDEL	About 28th February	Freight and Passage.
	G. M. Montford		

For further Particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 16th February, 1904. [1]

FOR YOKOHAMA AND KOBE.  
THE Steamship  
"SAMBIA."  
Captain Luning, will be despatched for the above ports on TUESDAY, the 23rd inst., at Noon.  
For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 16th February, 1904. [532]

NATAL LINE OF STEAMERS.  
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with LYNCH-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CAIRO. Sailing from CAIRO for Cape Ports every fortnight. For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897. [8]







